

INTIMATIONS

BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.

CEMETERY MEMORIALS.

Designs and Prices on application.
Offices, 47, QUEEN'S ROAD CENTRAL. [2704]

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, COREA, INDO-CHINA,
STRaits, NETHERLANDS INDIA,
SIAM, PHILIPPINES, HONG KONG, &c.,
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY
AND THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST.
FOR 1898.

THE THIRTY-EIGHTH ANNUAL ISSUE,
Royal Ontario Complete with Twelve Maps
and Plans, pp. 1,302, \$7. Directory only, pp.
1,302, \$3.50.

A. S. WATSON & CO.,
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., & the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 14th March 1898. [24]

The Daily Press.

HONGKONG, MARCH 23rd, 1898.

This news contained in Reuter's message elsewhere published is important. It would seem that the Chinese Government are reluctant to part with their great arsenal Port Arthur, and as a compromise with the Manchurian demands they have offered to lease Talienshan to Russia and to allow the railway through Manchuria, provided that Port Arthur remains Chinese. This, we imagine, will hardly suit Russia unless accompanied by the stipulation that Port Arthur shall not be fortified. Such a condition would, of course, destroy the importance of the port, and would therefore be unacceptable to the Chinese. Probably a further compromise will be suggested, but in the end Russia will get her way. The Tsing-ti Yamen are too weak to long resist the pressure of Russia, even if it stiffened somewhat by Japan. Meanwhile the preparations for blocking up her ports may avail to restrain the advance of these legions, and unless outside influence is brought to bear the Russian Minister at Peking will be sure to gain his way in the long run. Russia has apparently secured the neutrality of Great Britain by giving an assurance that any ports she may acquire shall be open to trade. Whether this pledge will prove inviolable or whether it is intended as a temporary sop to Cossacks we are unable to say; probably the latter. But like some other Manchurian pledges, it would no doubt serve its purpose.

The statement concerning French schemes in China is more interesting and perhaps more important. M. HANOTAUX is said to be negotiating with the Chinese Minister in Paris for the following points:—

1.—That China shall not acquire any portion of the four provinces in the southern portion of the Empire, to wit: Kwangtung, Kwangsi, Yunnan, or Kweichow.

2.—That the railway from Lungchow shall be extended into the province of Yunnan.

3.—That a coaling station shall be granted to France at Lungchow.

This is a pretty wide programme, and it is clear that the French Foreign Minister has completely diverted himself of any shred of political modesty or bashfulness that may once have clung to him. He is not content with the preservation of the status quo, although quite recently—about

the latter end of last month—he informed Sir EDWARD MONSON that France had not the slightest intention of imitating Germany by seizing a naval base in China. France now demands a coaling station at Lungchow. It would seem that at the very time that statement was made French men-of-war were surveying the coast near Hainan and Pulo-ho, and had discovered a suitable place for the coveted naval base. Kwongchau Bay is admirably adapted for such a purpose, but as it is close to Tonkin it cannot be required except for ulterior aggressive purposes. Its possession would be the preliminary step towards the acquisition of the whole of the Liuchuan peninsula, in order to control the trade of the West River, and this is foreshadowed by the stipulation. M. HANOTAUX is endeavouring to bring from China that no portion of the four southern provinces shall be ceded to any Power—presumably other than himself. For the other matter, the prolongation of the railway from Lungchow into Yunnan, the French Government have no much right to negotiate as we had to obtain the right to continue the Burma railway into Yunnan. We have no objection to fair competition, but we shall certainly oppose the cession of exclusive rights to other Powers, especially when that Power adopts the selfish and silly policy of closing every port by means of hostile tariffs. If France endeavours to insist upon the cession of a great strategic port in Kwangtung to herself and makes a further condition that no other Power is to have a similar concession, Great Britain will be obliged to oppose such a condition. On the other hand the British Government would not be averse to a convention guaranteeing the integrity of the whole of South and Central China. That would be only consistent with her policy as recently declared by Lord SALISBURY.

The impossibility, however, of maintaining an unselfish and non-aggressive policy grows daily more difficult. So many demands are being made by various Powers, and so many new developments are taking place, that a most watchful attitude will be necessary. France has been the last to speak of those who were suspected to meddle designs on the integrity of China, and she has, after disclaiming such intentions, opened her mouth widest of them all. And in order to enforce her demands she is sending out a considerable naval force to reinforce her squadron in these waters. The cruiser *Duguay Trouin* has arrived at Manila *en route*, and the *Leviathan*, *Briseis*, *Jean Bart*, and others are within short sailing distance of China. On their arrival we may expect further developments. Russia and France are evidently prepared to act together, and they intend to have a full set off to the German acquisition of Kiaochow. The British Government have no objection, or have waived it, to the Russian lease of Port Arthur, but they will most assuredly have something to say to the demands of France in the South. In seeking to prevent any foreign acquisitions in the four southern provinces, France has given England the cue. The integrity of that territory should be maintained, and England may perhaps not be unwilling to assist China to repel aggression.

M. S. Rainbow arrived yesterday from Nagasaki:

Mr. W. S. Given, an artist who is at present staying at the Hongkong Hotel, advertises that he is prepared to undertake portraiture work in crayons.

We understand a ball in honour of H.R.H. Prince Henry of Prussia will be held at the City Hall on the 29th March. Sir John Carrington has consented to act as chairman and a representative Committee is now being formed.

Referring to the strengthening of the forces of Hongkong, the *Strite Times* says that "insomuch as it involves acquiring some little additional Chinese territory, it is perhaps unavoidable that British journalists should shriek whenever both Russia and Germany make some little territorial arrangements with China."

Vice-Admiral Seymour made an inspection at the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspector Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Inspector made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

Referring to the strengthening of the forces of Hongkong, the *Strite Times* says that "insomuch as it involves acquiring some little additional Chinese territory, it is perhaps unavoidable that British journalists should shriek whenever both Russia and Germany make some little territorial arrangements with China."

Vice-Admiral Seymour made an inspection at the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspector Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspector Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspector Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

Inspicer Mansfield made a successful raid on the Naval Yard yesterday morning. While he was there a fire muster was ordered, and seeing the engines out an Indian gave the alarm to No. 2 Station. The firemen were soon brought on to the scene, and were considerably disengaged on finding that the alarm was a false one.

The Spanish transport *Isla de Luzon* arrived at Singapore on the 12th March with about 4,000 troops from the Philippines. Owing to the fresh outbreak there it was intended to send her back to Manila, but at the last moment a telegram was received from home directing her to continue her voyage homeward, and she left for Barcelona on the 13th.

</

on for at least 24 hours. The cause of death was syncope in acute gastritis and acute pancreatitis, possibly accelerated by a large medicinal dose of chloral. He would certainly feel depressed if his condition was quite sufficient to account for depression. The chloral itself would not be sufficient to cause death, nor could it have been the sole factor, as it has been described.

The Magistrate.—The finding is in accordance with the medical evidence that the cause of death was syncope in acute gastritis and acute pancreatitis.

THE DEATH OF MR. H. COOK.

Yesterday morning Commander W. C. H. Hastings received the news respecting the death of Harry Cook, late secretary and manager of the New Club, who was found dead in his room at the club on the 21st inst.

William Denby Sutton, assistant at the Hongkong Dispensary, said—I made up the mixture which was in the bottle produced. It was for the deceased, and I could tell the exact dose, but it was five or six times what is safe. The mixture contained laudanum, opium, camphor, tincture of camphor, twenty minims, syrup of quinines, thirty minims; infusion of senna, 1 oz. The mixture did not contain chloral. There is one grain of opium in 20 grains of tincture of camphor; that is not a fatal dose for an adult. I cannot in any way account for the presence of chloral in the mixture, unless it was a simple error of the physician for a couple. I do not think any of the witnesses suggested that he acted in the dispensary for some drops to steady his nerves. I have no knowledge of it. Two or three days after the deceased had the mixture he bought a box of pastilles for his cough. The pastilles do not contain chloral. I have never supplied him with anything else, and as far as I know no-one else has done so.

The Magistrate.—I find that the cause of death was an overdose of chloral. I think it right to say that there is nothing at all to show that the deceased intended to take his life. I have just received the following letter from the Dispensary:

The Hongkong Dispensary,

16th March, 1898.

Sir.—With reference to the inquiry which took place yesterday in connection with the death of Mr. H. Cook, we think it only right to inform you that no chloral whatever was supplied by us to the deceased.

We also think it necessary to state once again that your notice because Dr. Lowen's evidence might give rise to false impressions in the public mind.

No one in our firm would be allowed to give more than one dose of chloral to anyone without a doctor's prescription. The British Pharmacopoeia dose is from 3 to 30 grains. We have supplied by us to the deceased.

A. S. Watson Co., Limited.
John D. Humphreys and Son.
Commander W. C. H. Hastings, R.N., Acting
Magistrate.

GREEN ISLAND CEMENT COMPANY, LIMITED.

Yesterday morning the ninth ordinary general meeting in connection with the above Company was held at the office of the General Managers Messrs. Shewan, Tong, & Co. Mr. R. Shewan occupied the chair, and the other partners present were the Hon. C. P. Clark, Messrs. J. Green, Li Sing (Consulting Committee), G. Murray Bain, J. E. Michael, Fung Wa Chen, W. S. Bailey, D. Gillies, Ho Tung, and F. J. V. Jorge (Secretary).

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said—Gentlemen, as you are all familiar with the details of the company's affairs, it is not necessary to read them now. The net profit is \$83,732.31 as against \$46,117.12 last year, but the dividend proposed is 25 per cent. on the old shares as against 7 per cent. last time. We are bound to put something to reserve in accordance with our Articles, so we have named the nominal sum of only \$1,000 for this purpose. The reason for this is that we find the company's feeling exists that the old shareholders will be given dividends for service, or carried forward to next year, would benefit the new shareholders to a greater extent than the old, and to allow this feeling and satisfy the old shareholders it is deemed best to devote, as far as possible, the whole profit to payment of dividend this year. Shareholders must, however, bear in mind that this is a very exceptional case, that it may not be repeated, and that a dividend need not be looked for again. Owing to the increased cost of coal our profits had to be raised accordingly. This no doubt had the effect of checking sales, but in any case I do not think we could have sold much more than we did, as our stock at the end of the year was only a moderate one compared to the previous year, and with the market falling. At Green Island the works have kept steadily at work, and we managed to increase the production by about 8 per cent. on last year's, but although we continue our efforts in this direction I doubt if we shall manage to squeeze much more out of our present installation over there. We may be able to do a little better when the Schofer kiln is in full swing, but that process is still in the experimental stage, and cannot be expected to bring undoubted success. As we understand we have had difficulty with the clinkers, quality of coal, &c., but these have been fairly well overcome, and so you can understand it is well worth all the trouble we have had if only to obtain a kiln which will burn coal at half the cost of our present fuel-coke. Our trouble at the present moment is, however, of another kind and arises from the fact of the kilns sticking in the top of the kiln instead of passing through to the fire below, but with a little more experience this will no doubt be got over too, and we shall have a very improved and economical kiln. I mention these details as some shareholders appear to think ours has only to build a few kilns and start making cement right away. But it is our opinion to build a kiln and another thing to get it to work properly, as we found out in the case of the Hoffmann kiln. The Schofer kiln should, however, offer no lasting difficulty, and it was without care fully weighing the pros and cons that we decided to try it, nor have we as far as my reason to regret our action. At Deep Water Bay the result has been disappointing, owing chiefly to the high price of coal. We have a new superintendant there now and other changes have made in the staff, and I trust that this will affect an improvement in the future. The site of the new works at Hoik Up is nearly all levelled and will, we think be ready for building operations next month. A good part of the machinery has been ordered from home, but we do not expect to make another call of capital till say 30th June next. You will notice that 1,210 shares were not taken up by the shareholders who were entitled to do so, and an ample time has been given to those who did not take up their shares. In regard to the paragraph in last night's China Mail I can only say one Shanghai agent advised us that their tender was about 80 cunshans per barrel lower than the one that was accepted. Before I made the adoption of the report and accounts I shall be pleased to answer any questions from shareholders.

Mr. BAIN.—Dr. I. understand from your report that this is an exceptional dividend paid on account of the old shareholders asking for the full benefit of the profit, because real investors would prefer very much a steady dividend to a fluctuating one.

The old shareholders said they would prefer to have all the dividend this year. Next year, we shall have to put more to the reserve fund, so that you must not expect so large a dividend as 25 per cent. If there are no other questions I propose that the report and accounts as presented be adopted and passed.

Will someone second it?

Mr. GILLIES—I have much pleasure in seconding it.

Mr. BAIN proposed and Mr. BAILEY seconded the re-election of Messrs. Evans, Orange, Li Sing, Clark, and MacEwan on the Consulting Committee.

Carrick.

Mr. BAIN proposed and Mr. BAILEY seconded the re-election of Messrs. Evans, Orange, Li Sing, Clark, and MacEwan as auditors for 1898.

Carrick.

The CHAIRMAN—I thank you for your attendance. The dividend warrants will be ready to-morrow.

AMERICAN SYSTEM OF DENTISTRY.

AT CHADWICK KEEW.

(LAWES, POATE & NOBLE)

Hongkong, 13th July, 1898.

INTIMATIONS.

WANTED.

A JUNIOR BOOK-KEEPER used to accounts. Reply stating age, experience, and salary required to "S." Care of Office of this Paper. Hongkong, 10th March, 1898. [675]

WANTED.

A ASSISTANT ELECTRICAL ENGINEER. Apply by letter, giving references and copies of testimonials, to THE MANAGER, Hongkong Electric Co., Ltd. Hongkong, 17th March, 1898. [684]

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This world-renowned Fine Old HIGHLAND WHISKY is shipped by CUTLER, PALMER & CO., and is obtainable at Hongkong of G. C. ANDERSON, No. 13, Praya Central, Hongkong, 22nd July, 1898. [533]

NOTICE TO AMERICAN CITIZENS.

AMERICAN CITIZENS residing in the CONSULAR DISTRICT of CANTON, which includes NANKING, MACAO, HOKHOU and PAHOH are requested to REGISTER at this Consulate either personally or by certified setting forth the name and place of birth and last residence in the United States.

The Magistrate—I find that the cause of death was an overdose of chloral. I think it right to say that there is nothing at all to show that the deceased intended to take his life. I have just received the following letter from the Dispensary:

EDWARD BEDFORD,
U.S. CONSUL.

General Service Consul, 14th February, 1898. [493]

THE CASTROS FACTORY.

General Superintendent at 100, Wan Chai, Hongkong Road, Hongkong.

The General Manager is prepared to onto the following Agents covering borders and steamship routes:

AGENTS FOR EXPORTATION.

For the principal square foot for hollow glass, 100 per cent. of the smaller quantities at \$10 per cent. &c. &c.

All work will be under the personal supervision of Mr. Hedderwick and all orders must be sent through the undersigned.

CUTLER, PALMER & CO., General Managers, Hongkong, 10th February, 1898. [427]

NOTICE TO AMERICAN CITIZENS.

The ORDINARY SHARE CERTIFICATE No. 3,465 for FIFTY Ordinary Shares numbered 34,629/55,713 and 31,125, dated 18th January, 1898, in the name of H. L. LOWMYER of Kowloon, having been declared LOST, notice is hereby given that unless the said certificate is produced by the LIQUIDATOR'S OFFICE, No. 9, PRAYA CENTRAL, VICTORIA, HONGKONG, on or before the 2nd day of April, 1898, a new certificate for the said Shares will be issued and the old certificate will be cancelled by the Liquidator as null and void.

JAMES B. DUNCAN,
Liquidator, Care of Messrs. Walker & Co., Praya Central, Hongkong, 14th March, 1898. [663]

THE PUNJOM MINING COMPANY, LIMITED, IN LIQUIDATION.

The ORDINARY SHARE CERTIFICATE No. 3,465 for FIFTY Ordinary Shares numbered 34,629/55,713 and 31,125, dated 18th January, 1898, in the name of H. L. LOWMYER of Kowloon, having been declared LOST, notice is hereby given that unless the said certificate is produced by the LIQUIDATOR'S OFFICE, No. 9, PRAYA CENTRAL, VICTORIA, HONGKONG, on or before the 2nd day of April, 1898, a new certificate for the said Shares will be issued and the old certificate will be cancelled by the Liquidator as null and void.

HONGKONG, 12th June, 1898. [1526]

THE MANCHESTER FIRE INSURANCE COMPANY, LIMITED.

The ORDINARY SHARE CERTIFICATE No. 3,465 for FIFTY Ordinary Shares numbered 34,629/55,713 and 31,125, dated 18th January, 1898, in the name of H. L. LOWMYER of Kowloon, having been declared LOST, notice is hereby given that unless the said certificate is produced by the LIQUIDATOR'S OFFICE, No. 9, PRAYA CENTRAL, VICTORIA, HONGKONG, on or before the 2nd day of April, 1898, a new certificate for the said Shares will be issued and the old certificate will be cancelled by the Liquidator as null and void.

HONGKONG, 14th February, 1898. [1527]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

The ORDINARY SHARE CERTIFICATE No. 3,465 for FIFTY Ordinary Shares numbered 34,629/55,713 and 31,125, dated 18th January, 1898, in the name of H. L. LOWMYER of Kowloon, having been declared LOST, notice is hereby given that unless the said certificate is produced by the LIQUIDATOR'S OFFICE, No. 9, PRAYA CENTRAL, VICTORIA, HONGKONG, on or before the 2nd day of April, 1898, a new certificate for the said Shares will be issued and the old certificate will be cancelled by the Liquidator as null and void.

HONGKONG, 14th February, 1898. [1528]

NOTICE.

The ORDINARY SHARE CERTIFICATE No. 3,465 for FIFTY Ordinary Shares numbered 34,629/55,713 and 31,125, dated 18th January, 1898, in the name of H. L. LOWMYER of Kowloon, having been declared LOST, notice is hereby given that unless the said certificate is produced by the LIQUIDATOR'S OFFICE, No. 9, PRAYA CENTRAL, VICTORIA, HONGKONG, on or before the 2nd day of April, 1898, a new certificate for the said Shares will be issued and the old certificate will be cancelled by the Liquidator as null and void.

HONGKONG, 14th February, 1898. [1529]

THE NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

The ORDINARY SHARE CERTIFICATE No. 3,465 for FIFTY Ordinary Shares numbered 34,629/55,713 and 31,125, dated 18th January, 1898, in the name of H. L. LOWMYER of Kowloon, having been declared LOST, notice is hereby given that unless the said certificate is produced by the LIQUIDATOR'S OFFICE, No. 9, PRAYA CENTRAL, VICTORIA, HONGKONG, on or before the 2nd day of April, 1898, a new certificate for the said Shares will be issued and the old certificate will be cancelled by the Liquidator as null and void.

HONGKONG, 14th February, 1898. [1530]

NOTICE.

The ORDINARY SHARE CERTIFICATE No. 3,465 for FIFTY Ordinary Shares numbered 34,629/55,713 and 31,125, dated 18th January, 1898, in the name of H. L. LOWMYER of Kowloon, having been declared LOST, notice is hereby given that unless the said certificate is produced by the LIQUIDATOR'S OFFICE, No. 9, PRAYA CENTRAL, VICTORIA, HONGKONG, on or before the 2nd day of April, 1898, a new certificate for the said Shares will be issued and the old certificate will be cancelled by the Liquidator as null and void.

HONGKONG, 14th February, 1898. [1531]

NOTICE.

The ORDINARY SHARE CERTIFICATE No. 3,465 for FIFTY Ordinary Shares numbered 34,629/55,713 and 31,125, dated 18th January, 1898, in the name of H. L. LOWMYER of Kowloon, having been declared LOST, notice is hereby given that unless the said certificate is produced by the LIQUIDATOR'S OFFICE, No. 9, PRAYA CENTRAL, VICTORIA, HONGKONG, on or before the 2nd day of April, 1898, a new certificate for the said Shares will be issued and the old certificate will be cancelled by the Liquidator as null and void.

HONGKONG, 14th February, 1898. [1532]

NOTICE.

The ORDINARY SHARE CERTIFICATE No. 3,465 for FIFTY Ordinary Shares numbered 34,629/55,713 and 31,125, dated 18th January, 1898, in the name of H. L. LOWMYER of Kowloon, having been declared LOST, notice is hereby given that unless the said certificate is produced by the LIQUIDATOR'S OFFICE, No. 9, PRAYA CENTRAL, VICTORIA, HONGKONG, on or before the 2nd day of April, 1898, a new certificate for the said Shares will be issued and the old certificate will be cancelled by the Liquidator as null and void.

HONGKONG, 14th February, 1898. [1533]

NOTICE.

The ORDINARY SHARE CERTIFICATE No. 3,465 for FIFTY Ordinary Shares numbered 34,629/55,713 and 31,125, dated 18th January, 1898, in the name of H. L. LOWMYER of Kowloon, having been declared LOST, notice is hereby given that unless the said certificate is produced by the LIQUIDATOR'S OFFICE, No. 9, PRAYA CENTRAL, VICTORIA, HONGKONG, on or before the 2nd day of April, 1898, a new certificate for the said Shares will be issued and the old certificate will be cancelled by the Liquidator as null and void.

HONGKONG, 14th February, 1898. [1534]

NOTICE.

The ORDINARY SHARE CERTIFICATE No. 3,465 for FIFTY Ordinary Shares numbered 34,629/55,713 and 31,125, dated 18th January, 1898, in the name of H. L. LOWMYER of Kowloon, having been declared LOST, notice is hereby given that unless the said certificate is produced by the LIQUIDATOR'S OFFICE, No. 9, PRAYA CENTRAL, VICTORIA, HONGKONG, on or before the 2nd day of April, 1898, a new certificate for the said Shares will be issued and the old certificate will be cancelled by the Liquidator as null and void.

HONGKONG, 14th February, 1898. [1535]

NOTICE.

The ORDINARY SHARE CERTIFICATE No. 3,465 for FIFTY Ordinary Shares numbered 34,629/55,713 and 31,125, dated 18th January, 1898, in the name of H. L. LOWMYER of Kowloon, having been declared LOST, notice is hereby given that unless the said certificate is produced by the LIQUIDATOR'S OFFICE, No. 9, PRAYA CENTRAL, VICTORIA, HONGKONG, on or before the 2nd day of April, 1898, a new certificate for the said Shares will be issued and the old certificate will be cancelled by the Liquidator as null and void.

HONGKONG, 14th February, 1898. [1536]

NOTICE.

The ORDINARY SHARE CERTIFICATE No. 3,465 for FIFTY Ordinary Shares numbered 34,629/55,71

VESSELS ON THE BERTH.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA VIA SHAI, MANILA, NAGASAKI & KOBE	1. L. Huddock, R.N.	5 P.M., 23rd	Freight or Passage. (Passing through the Inland Sea)
SHANGHAI	C. H. S. Toque, R.N.	About 1st	Freight or Passage.
LONDON, &c.	S. Barham	Noon, 2nd	See Special Advertisement.
LONDON	J. Paine, R.N.	About 2nd	Freight.
LONDON	F. C. A. Lyon, R.N.	About 2nd	Freight or Passage.
LONDON	E. P. Bishop	4th	Daylight. Freight or Passage.
LONDON	S. G. Andrew, R.N.	About 14th	Freight or Passage.
			For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 23rd March, 1898.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA...Comr. H. Pybus, R.N.WEDNESDAY, 6th April, 1898

EMPEROR OF INDIA...Comr. O. P. Marshall, R.N.WEDNESDAY, 27th April, 1898

EMPEROR OF JAPAN...Comr. G. A. Lee, R.N.WEDNESDAY, 18th May, 1898

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA—VICTORIA, via the Pacific journey and COVIER in 12 DAYS, saving THREE DAYS to a WEEK. The Trans-CONTINENTAL TRAINS make connection at Vancouver with the PALETAINIAN RAILWAYS, and cross the Continent of the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the CHINESE RAILWAY, via the TRANS-SIBERIAN RAILWAY WITHOUT CHANGING. Clean tickets are issued through to all principal points of the Great Britain and the Continents are given choice of.

Passenger tickets are issued through to all principal points of the TRANS-CONTINENTAL WITHOUT CHANGING. Clean tickets are issued through to all principal points of the Great Britain and the Continents are given choice of.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan governments.

The attractive features of this Company's route embrace its PALATINIAN STEAMSHIPS (second to none in the World), the EXCELLENCE OF ITS TRANS-CONTINENTAL TRAINS (The Company receives the highest award for service at recent Chicago World's Fair), the magnificence of AGNIFIQUE MOUNTAIN AND LAKE SCENERY along the railway passes.

THE DINING CAR'S and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisines are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Podder Street.

Hongkong, 17th March, 1898.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons.	Captain	Proposed Sailing	Steamer	Tons.	Captain	Proposed Sailing
COLUMBIA	2,603	A. Gow	April 5	MOSCUL	3,651	W. Wright	March 29
TAUCOMA	2,519	A. Dixon	April 29	SYLYL	3,607	W. Wright	May 3
VICTORIA	3,167	J. Prud'homme	May 17	BRISBANE	3,601	E. Porter	May 24
OWALPIA	2,608	T. H. Dobson	June 7	MOSCUL	3,654	W. H. Wright	June 14

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table. Doctors and Surgeons carried.

HONGKONG TO NEW YORK, 241.

Passenger travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 233.

The best route to the KLOTHO GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DEYA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the office of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded is that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & CO., General Agents.

Hongkong, 19th March, 1898.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
DESTINATIONS. SAILING DATES.

KANAGAWA MARU	KOBE & YOKOHAMA	FRIDAY, 25th March, at 4 P.M.
J. McEachern		

YAMASHIRO MARU	NAGASAKI, KOBE & YOKOHAMA	TUESDAY, 29th March, at 4 P.M.
J. Jones		

TOKIO MARU	SYDNEY & MELBOURNE VIA THURSDAY ISLAND, TOWNSVILLE & BRISBANE	FRIDAY, 1st April, at 4 P.M.
E. W. Howell		

* Connecting at Kobe with s.s. "Yamashiro Maru" sailing on 5th April for Seattle, U.S.A.) Through Passenger Tickets and Bills of Lading issued for the Principal Cities of the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 23rd March, 1898.

POE YOKOHAMA AND KOBE
THE Steamship.

"WALLY," Captain F. Barnes, will be despatched for the above ports TO-MORROW, the 24th inst., at 3 P.M.

This Steamer has superior accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMENS & CO., Agents.

Hongkong, 21st March, 1898. [710]

FOR SYDNEY VIA THURSDAY ISLAND AND TOWNSVILLE.
THE Steamship.

"JACOB CHRISTENSEN" will be despatched for the above ports on or about the 5th proximo.

For Freight, apply to GEO. R. STEVENS, Agents.

Hongkong, 22nd March, 1898. [711]

FOR SAN FRANCISCO.
THE British Bank.

"WEST YORK," W. L. Forster, Master, will load here for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOME'S & CO., Superintendant.

Hongkong, 7th March, 1898. [712]

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VEHICLE'S NAME.	FLAG & REG.	CAPTAIN.	NOE FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON VIA SUMA, JAPAN	Dardene	BRIT. ATL.	Gibson, R.N.E.	Bottishall & Swire	On 2nd April.
LONDON	Schooner	BRIT. ATL.	P. & O. S. N. Co.	On or about 2nd April.	
LONDON	Emilia	BRIT. ATL.	Lyon, R.N.E.	On or about 2nd April.	
LONDON	W. S. ST. JOHN	BRIT. ATL.	Andrews, R.N.E.	On or about 14th April.	
HARBOURS VIA SINGAPORE, ETC.	Thames	BRIT. ATL.	Barcham	On 30th inst., at Noon.	
HAMBURG VIA SINGAPORE	Bayon	BRIT. ATL.	Frost	On 2nd April, at 5 P.M.	
VANCOUVER, VICTORIA, B.C.	Ceres	BRIT. ATL.	Schmitz	On 28th inst., at Noon.	
VICTORIA, B.C. & TACOMA	Empress of China	BRIT. ATL.	Frost	On 28th inst., at Noon.	
VICTORIA, B.C.	Mogul	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	Amorite	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	Perseid	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	Lever	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	Shewan, TOME'S & CO.	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	Glory	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	Hebeon	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	MacKenzie	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	Paul	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	Schroeder	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	W. E. R. E.	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	Bathurst	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	Lytone	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	Neptune	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	Nelson	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	
VICTORIA, B.C.	Morgan	BRIT. ATL.	Dodwell, Carill & Co.	On 28th inst., at Noon.	

Hongkong, 23rd March, 1898.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 19th March, 1898.

H. A. RITCHIE, Superintendent.

Hongkong, 23rd March, 1898.

H. A.